

**Appendix A – Summary of Jurisdictional Review**

	<b>City of Calgary</b>	<b>City of Edmonton</b>	<b>City of Saskatoon</b>	<b>City of Cambridge</b>	<b>City of Winnipeg</b>
Do you provide road condition ratings to public/City Council?	Yes, only a high level average condition rating to Councillors for wards and communities.	No.	Yes, only an overall condition summary in their Asset Management Plan for Roadways.	Yes, only a high level summary in State of Infrastructure report.	Yes.
Do you provide a condition map of your road network online?	Yes, only for roads with a visual condition index greater than or equal to 7 (10 is very good). This is for fees associated with excavation permits (Top Lift Paving Fees: These fees are charged when the road is in good condition VCI ≥ 7).	No. If they recognize there is value in publishing that data, they would.	No. They are working towards having an online live map that shows current condition and future plans.	No.	Yes. Detailed online interactive map providing condition for individual streets.
What information do you use to inform your road maintenance and improvement projects?	Condition ratings based on visual inspections.	Condition ratings for roads, sidewalks, undergrounds, utility company coordination. Sidewalk condition is a significant driver.	Roadway condition data, previous treatments, underground infrastructure condition and schedules, other City projects.	Condition ratings of roads and underground infrastructure.	Surface condition data. Complete inspection of their local streets every two years.
What type of information regarding planned work do you release to the public/City Council?	Roads planned for rehabilitation for the current year as well as tentatively planned projects for the next year. Residents are provided tentative renewal timelines up to 5 years out.	Providing 8 year tentative plans to Councillors (summarized by Ward indicating year and type of work scheduled). Upcoming construction season schedule is posted online.	Interactive map that shows the current road construction projects as well as a list that is re-evaluated every fall for their 3-year plans. Also coordinate programs with W&S and associated schedules for that work.	Roads planned for rehabilitation for the current year. On request, residents are provided tentatively scheduled projects up to 5 years out.	Roads planned for rehabilitation for the current year (dates, treatments, locations). Multi-year programs are not developed for local street renewal.
How are your local road renewal activities funded?	Prior to 2015, local road renewal was funding by operational budgets. Nothing in previous 2 years due to funding constraints. Currently considering funding this out of the Capital budget.	Local road renewal is being funded through mill-rate increases. Since 2009, these have been approximately 1.5% annually. Sidewalk upgrades are cost shared 50-50 between City and Residents through LIP.	Road renewal is funded by the mill-rate and dedicated tax levies for road renewal that began in 2014.	Road renewal is funded from general revenue and federal gas tax.	Local road renewal is financed by Municipal Tax Revenue, Federal Gas Tax, Provincial Funding and Interim Financing.
Do you have a backlog of “poor” roads or deferred maintenance on local roads?	Yes, there is a \$400 million backlog with no funding currently in place. They are currently seeking more budget over the next 10 years to reduce or maintain this backlog.	Yes, but it is being addressed through the Neighbourhood Renewal Program with a long-range goal of the overall network in “fair” condition.	16% of their local roads are in poor or worse condition.	Yes, there is a \$25 million backlog	Approximately 13% of their road network is in “poor” condition. They have a Reserve that was established in 2013. 1% tax increases until 2022 and 1.7% thereafter.
Do you have LOS targets for your local roads?	Target is a Council proposed KPI (key performance indicator) of 83% of the network in good or very good condition. Not enough funding in place currently to achieve these targets.	Target is overall network in “fair” condition. With an investment of \$160 million annually, this will be achieved in 30 years.	Preserve approximately 5% of the network each year and a 20 year road renewal cycle.	No explicit LOS targets. Only targets are regarding minimum maintenance requirements based on Ontario regulations.	Target is to eliminate poor roads by 2038.
How is sidewalk renewal/upgrades funded?	Through various programs: concrete work funded through rehabilitation projects, block replacement program and indemnification work program.	Split into two groups: C&G associated with road is covered under the mill-rate by the City. Sidewalks in front of residences are cost shared with residents through a LIP.	Sidewalk preservation is funded by the mill-rate. Preserve sidewalks adjacent to the roadway preservation program and locations outside the program with high pedestrian potential and poor condition/safety concerns. Currently allocated roadway funding supplements sidewalks as they have way more sidewalk replacement than current sidewalk preservation funding allocation.	Under existing road renewal programs, sometimes under separate capital programs.	Funded under street renewal when a road is being upgraded and the sidewalk requires upgrades. Otherwise, dedicated funding for sidewalk renewal on Local Streets.
Do you have a road renewal program targeting local roads?	Local road is part of the pavement rehabilitation program. Roads are selected based on performance rating.	Yes, Neighbourhood Road Renewal Program.	They don’t have a roadway program to target only local/residential roads. They preserve the entire network as a whole but dedicate different funding amounts to each road class. Since local and residential roadways make up the majority of the network they take up more of our yearly budget.	No specific program for local roads.	Yes. Funding is distributed among Wards based on the Ward’s fair/poor roads relative to the City’s fair/poor roads.
Is the public/City Council onboard with the current road renewal programs in place?	Yes, they do receive some questions regarding the “why that street and not this one” and “when my road will be paved”.	Council is onboard with the program. They recognize that it is a holistic program and appreciate the coordination that is involved and how it has brought together the different departments.	The public has expressed through recent surveys that a top priority is an improved network. Their current roadways program is in response to that.	Yes, no major concerns.	Yes.
What message do you provide to a resident on a “poor” road that requires reconstruction, but has not been identified for work in the near future?	“We will review the road condition and if necessary, put it on a 5-year list as a high priority. In the meantime, the road will be kept safe with regular maintenance work”	They are currently working on a report about bridging the gap between a road in poor condition and when it is selected for reconstruction. Including improvements to the sidewalk LOS and spot treatments.	They identify if their road is in the backlog and based on the number of roads they reconstruct per year, and the condition, they can give a general timeline as to when it will be selected for rehabilitation and that it will be receiving a full resurfacing/reconstruction treatment when it is eventually scheduled.	Road prioritization is explained to the resident and short-term/maintenance repairs are done if needed.	“We will review your street and consider it for renewal next year”. Public concerns are reviewed when developing the annual renewal programs.
What are the ongoing challenges you encounter regarding road condition, road renewal, coordination, etc.	Securing the desired budget. Coordination with other stake holders.	Logistics (contractor capacity), petitions against sidewalk improvements, coordination with utility companies, specific site conditions that general construction specifications don’t account for.	Insufficient funding for utilities to match road work (resulted in additional cuts in new roads), industry/internal staff catching up on funding increases (3x increase from 2013-2014) resulting in carry-forward.	Insufficient funding for resurfacing.	Inconsistent surface ratings, inaccurate treatment history, selecting appropriate treatment, developing accurate pavement life cycles, coordination with utilities.
How has your program matured/evolved over time?	Better prioritization methods, treatment types, more collaboration with stakeholders.	More coordination with other areas, not just replacing like-for-like, but including additional improvements for more complete streets.	Have adjusted from focussing solely on roadway and sidewalk preservation to “right of way” preservation. Specification updates. They have also come up with a sidewalk replacement and repair criteria level of service that was backed by City council. This has been a major factor in setting expectations and enforcing the level of service with the public when we replace or repair sidewalks.	Very stable, no major changes in past 5 years.	Continual increases of funding.